

# The Mining Journal

## RAILWAY AND COMMERCIAL GAZETTE:

FORMING A COMPLETE RECORD OF THE PROCEEDINGS OF ALL PUBLIC COMPANIES.

No. 263.—Vol. X.]

LONDON: SATURDAY, SEPTEMBER 5, 1840.

[PRICE 6D.]

### PUBLIC COMPANIES.

#### MEETINGS.

**EASTERN COUNTIES RAILWAY COMPANY.**—Notice is hereby given, that a SPECIAL GENERAL MEETING of the shareholders of this company will be held on Tuesday, the 25th of September inst., at One o'clock precisely, at the London Tavern, Bishopsgate-street, in the city of London, to determine upon raising the monies authorised by the Act of Incorporation of the company to be raised, and upon the modes and terms of raising the same by the issue of new shares or by debentures, and to give certain orders and authorities to the directors of the company in this respect, and also for making and passing a bye-law in reference to the first transfers of the new shares which may be issued under the orders of such meeting; and the said meeting is made special for the above purposes, and also for the purpose of declaring forfeited certain shares of the said company, and for confirming the forfeiture of certain other shares in the said company.

HENRY BOSANQUET, Chairman.  
THEODORE W. KATHBONE, Deputy-Chairman.

Offices, High street, Shoreditch, Sept. 1.

**UNITED HILLS MINING COMPANY.**—Notice is hereby given, that the ANNUAL GENERAL MEETING, as adjourned from the 24th of September, will be held, at the office of the company, on Saturday, the 12th of September next, at Two o'clock precisely.

JAMES SMITH, Secretary.

5, Adam's-court, Broad-street, Sept. 3.

#### DIVIDENDS.

**HOLMBUSH MINING COMPANY.**—The directors hereby give notice, that a DIVIDEND of ONE POUND per share will be paid at the office of the company, on Thursday, the 24th inst., and on the subsequent Thursdays, between the hours of Eleven and Three. Scrip certificates to be left on the preceding Tuesdays, between the same hours.

New Broad-street, Sept. 2.

**LONDON AND BIRMINGHAM RAILWAY.**—The public are informed that on and after Monday next, the 7th inst., the train, which at present leaves Birmingham for London at six o'clock in the morning, will not start until seven o'clock; and its departure from the several intermediate stations will be as follows:—

From Hampton	at 25 minutes after 7.
Coventry	10
Brandon	11
Rugby	12
Crick and Welton	13
Weedon	14
Blisworth	15
Roads	16
Wolverton	17
Bletchley & Fenny Stratford	18
Leighton	19
Ting	20
Berkhamstead	21
Box Moor	22
Watford	23
Harrow	24

By order, R. CREED, Sec.

Euston Station, London, Sept. 2.

**SLATE WORKS.**—To a Company, or Individual, desirous of OPENING a SLATE QUARRY, the opportunity of a favourable speculation now offered on a freehold estate, in the quiet and delightful neighbourhood of Ulverston and the Lakes, in the county of Lancaster. "A. B." Newbybridge, Lancashire, will direct a person to show the premises, and will receive proposals.

**HYDRAULIC BELT, OR WATER ELEVATOR.**—MR. DYSON, C.E., having arranged the machinery for the perfect application of the belt to the drainage of lands, will submit this novel performance to public inspection on Wednesday, the 9th inst., in the Fens, near Downham Market, Norfolk. Further particulars may be obtained at the offices of Mr. Webb, No. 20, Great Marlborough-street, Regent-street, London, solicitor to the patentee.

**NEW METALLIC ROPE.**—NEWALL'S PATENT. These ropes have been found, by experience, to possess very great advantages over every other kind of rope or chain, such as are used for mines and railways. They are stronger, lighter, cheaper, and more durable. Arrangements are being made for adequately supplying the demand. For further particulars, parties requiring such ropes are requested to make application to the patentees, R. S. Newall and Co. Dundee, August 24.

**TO THE MINING AND SHIPPING INTEREST.**—Her Majesty's Royal Letters Patent, for Improvements, has been granted to ANDREW SMITH, engineer, Mill-wall, Poplar, and Princes-street, Leicester-square, for his improved methods of making Ropes or Wire instead of Hemp, applicable to various purposes. The patent consists of improved methods of preventing oxidation, and combining Wires in such a manner that they are more flexible than any hemp rope of the same strength, and the appearance of the rope much improved. In consequence of the great strength of the material, it has been found by experiments made in her Majesty's Dockyard at Woolwich, by order of the Lord Commissioners of the Admiralty, that a two-inch Patent Wire Rope bore half a ton more strain than a seven-inch hemp rope. For instance—a hemp rope, one hundred fathoms long, used in a deep pit, weighs upwards of a ton; a Patent Wire Rope, of equal strength, is only one third that weight—hence the difference of working or winding up the two ropes is found to be a saving of three horse power by the use of the Patent Wire Rope, and 30 per cent. in price. The annexed scale of tests of Hemp and Wire Rope, along with the comparative sizes and weight, will at once be apparent—this rope has been in use upwards of three years.

#### TESTS OF HEMP AND PATENT WIRE ROPE.

Showing the comparative size and weight per fathom for equal strength.

Size of Hemp Rope.	Weight Per fathom.	Size of Patent Wire Rope.	Weight Per fathom.	Equal to a strain.
Inches.	lbs. oz.	Inches.	lbs. oz.	Tons. cwt.
3	2 4	11	11 4	2 6
4	3 15	12	1 9	3 19
5	6 0	12	1 14	6 15
6	9 0	13	3 3	9 0
7	13 3	14	3 9	9 11
8	14 3	15	3 10	9 18
9	19 6	16	5 4	15 6
10	23 0	17	7 1	24 6
11	26 8	18	10 6	39 5
12	36 8	19	15 12	55 4

The following test has also been made at the Chain Cable Proof House, at Withy-moor, near Dudley, July 25, 1840, for which a certificate has been given by the proprietor of the machine.

(Signed) SAMUEL LEWIS.

Description.	Size.	Bore without Breaking.	Broke at Second Breaking.	Third Breaking.	Weight per Fathom.
	inch.	inch.	Tons.	Tons.	lbs. oz.
Flat	4 by 4	11	11 4	6	3 7 6
"	34 by 4	7	7 4	4	1 4 15
"	3 by 3-16	2	2 4	3	2 5
Round	3-inch.	16 4	17	8	3 7 9
"	2 1/2-inch.	12	13	5	2 6 13
"	1 1/2-inch.	6 4	7	4	1 2 13

It will be seen by the above, that, instead of breaking short, like chain or hempen rope, it took three separate strains to break it entirely. Further information may be obtained on application to William Fox and Co., licensed sole manufacturers, or Mr. Andrew Smith, the patentee, at the offices, 76, Old Broad-street, City, where specimens of the various ropes may be seen; and also at the office of Fox, Hawkins, and Hickling, Birmingham.

MANUFACTURED BY MILL-WALL, POPLAR.

**THE PATENT SAFETY FUSE.** FOR BLASTING ROCKS IN MINES, QUARRIES, AND FOR SUBMARINE OPERATIONS. This article affords the safest, cheapest, and most expeditious mode of effecting this very hazardous operation. From many testimonials to its usefulness with which the Manufacturers have been favoured from every part of the Kingdom, they select the following letter, recently received from John Taylor, Esq., F.R.S., &c. &c.

"I am very glad to hear that my recommendations have been of any service to you. They have been given from a thorough conviction of the great usefulness of the Safety Fuse; and I am quite willing that you should employ my name as evidence of this."

Manufactured and sold by the Patentees, BICKFORD, SMITH, and DAVEY, Chamberlain, Cornwall.

### EXTENSIVE AND VALUABLE MINING MACHINERY AND MATERIALS.

**MR. TIPPET** has been favoured with instructions to offer for UNRESERVED SALE, by PUBLIC COMPETITION, at GREAT ST. GEORGE, WHEEL LEISURE, and WHEEL PRUDENCE MINES, in the parishes of St. Agnes and Perranzabuloe, in the county of Cornwall, on Monday, the 14th day of September next, and following days, at Ten o'clock in the forenoon of each day, the whole of the MACHINERY and MATERIALS thereon, respectively, viz.:

At GREAT ST. GEORGE MINE.  
One 70-inch Cylinder Steam Pumping Engine, and 2 Boilers complete.  
One 58-inch ditto ditto ditto ditto ditto.  
One 40-inch ditto ditto ditto ditto ditto.  
One 20-inch ditto Crushing, Stamping (with 8 heads), and Jigging Engine, with all the necessary apparatus complete, and 1 boiler.  
One new Stamps Engine Boiler, about 34 tons.  
One second-hand Whim Engine Boiler, about 3 or 4 tons.  
44 fathoms of 9-inch Pumps, 10 fathoms of 10-inch Pumps.  
10 ditto of 11 ditto, 30 ditto of 12 ditto.  
16 ditto of 13 ditto, 36 ditto of 14 ditto.  
25 ditto of 15 ditto, 30 ditto of 16 ditto.  
47 ditto of 17 ditto, 18 ditto of 18 ditto.  
20 ditto of 19 ditto, 9 ditto of 20 ditto.

Windroves of 8, 12, 13, 15, 16, 17, and 18-inch diameter; Fluger Poles of 16, 12, 14, and 17 ditto; Working-pieces, &c.; H and Top Door-pieces, Doors, &c.; Clack ditto ditto; Matching-pieces, Branch Pumps, Knees-pieces, &c.; Fifty-five fathoms of 9-inch Connection Rod, Ninety-five fathoms of 1 1/2 inch ditto, Sixty fathoms of 1 1/2 inch ditto; Three excellent Capstans and Shears; Two Capstan Ropes; Three cat-head Capstans and Ropes; Balance-bobs, and several hundred fathoms of Ladders.

Several tons of Tramroad Iron and Whim Chain; Powder, Hints, White, Red, and Sheet Lead (old and new); Shovels, Sieves, Riddles, Nails, new and old Iron and Steel; Leather, Steel-yard, Weighing-house, and large Beam; Iron and Brass Weights; Old Brass, Bellows, Anvils, Screw-stock and Mandrill, Vices, and Smiths' and Miners' Tools in general; Two large Lamps, Engine-house Bell, Cordage, White Yarn, Whim-Sheaves, and Pulleys; Stamp-heads, Stamps-caps, Fire-bars, Yokes, Staples and Glands, and Bucket Joints; Pulley Blocks, New Rod Plates, Rod and Barrel Pins, Punching-Engine, Tram Waggon, and Whim Kibbles; Old Timber, Miners' Chests, Scale Beams, Weighing and Dividing Barrows; Whims and Whim Ropes.  
About 100 fathoms of large Wooden Launderers, and very Tall Stands; Old Boiler and Tubes, Old Brick, and sundries, too numerous to particularise.

At WHEEL LEISURE.  
One 48-inch diameter Water-Wheel for pumping (4-feet breast),  
One 30-foot ditto ditto for stamping (with 12 heads), crushing, and sawing, with machinery and apparatus attached (22 inches breast),  
Sundry Pumps, old Timber and Iron, Launderers, Stands, &c.

At WHEEL PRUDENCE.  
One 54-inch Cylinder Steam Pumping Engine, with 1 Boiler complete,  
Four Lifts of 7, 10, 11, and 12-inch Pumps complete, with from 20 to 30 fathoms in a lift.

Capstans and Shears, Capstan-ropes, Three or Four tons of Tramroad Iron, Tram Waggon, Ladders, an Old Boiler (weighing about 24 tons), Scale-beams, Iron and Brass Weights, Whims, Whim-ropes, Miners' and Smiths' Tools, Old and New Iron, Two Smiths' Bellows, Two Anvils, Steel, Pig-lead, Hints, Tar, Pitch, Safety Fuse, Old Jack, &c.

An examination of the whole stock of machinery and materials for sale, as above, is strongly recommended to the agents of mines, there being but few articles required for mining purposes that may not be selected from one or other of the three localities above specified.

For further particulars, application may be made at the Auctioneer's Office, Fydar-street, Truro, or to Mr. Humphries, Great St. George Mine.

N.B.—Terms: cash deposit of 25 per cent., and approved two months' bill for the balance.

### VALUABLE MINING MATERIALS, COUNTING-HOUSE FURNITURE, &c.

**MR. TIPPET** has been instructed to submit to SALE, by PUBLIC AUCTION, at GREAT WHEEL PROSPER MINE, in the several parishes of Kenwyn and Kea (near Chacewater), on Tuesday, the 23rd day of September next, and following days, at Ten o'clock in the forenoon of each day, the whole of the valuable MINING MATERIALS thereon, consisting of an excellent 100-horse CYLINDER STEAM-ENGINE (almost new), stroke 10 feet by 8 feet, Cast-Iron Bob, and Boiler of about 15 tons complete; 2 Capstans and Shears complete; 25 fathoms of 7-inch Rods; one new piece of 1 1/2-inch Connection Rod; 150 fathoms of Horizontal Rods, 1 1/2-inch Iron, with Pendulums, &c., complete; Two Balance Bobs; 20 fathoms of 12, 10 ditto of 8, and 18 ditto of 7-inch Pumps; one 11-inch Plunger Pole; two Horse-Whims, with 50-ft Tackle; Whim and Tackle Ropes; two Smiths' Bellows; Two Anvils; Screw Stocks; Smiths' and Miners' Tools; a great quantity of new and old Iron, Steel, Timber, Plank, Pick Hints, and miscellaneous effects. And also the whole of the useful counting-house furniture.

The above mines are situated in the neighbourhood of Camborne, and in one of the richest mineral districts in Cornwall. The Tincroft sett adjoins, and is bounded by Cook's Kitchen, Carn Breva, East Wheel Croft, and East Pool—mines too well known for wealth and productivity to require comment. Several dividends have already been declared and paid to the Tincroft adventurers, and the present state and prospects of the mines are most encouraging.

Particulars may be had of Messrs. Soli, solicitors, 68, Aldermanbury, London; of Messrs. Whitford and Bennett, solicitors, Plymouth, in the county of Devon; and of the auctioneers, No. 42, Wood-street, Cheapside, London.

Plymouth, August 22.

### MINING MATERIALS FOR SALE.

**WHEEL GILL MINE**, near South Caradon, between Callington and Liskeard.

**TO BE SOLD, BY PRIVATE CONTRACT**, the whole of the

Machinery, Working Implements, and Materials—consisting of an excellent STEAM ENGINE, of 20-horse cylinder, and Boiler, complete; Capstans, Shears, Whims, Whim Ropes, &c.; forty fathoms of 9-inch Pumps, &c. &c. For further particulars, apply to Mr. W. Woodman, the purser, on the Mine, as above; or at 37, New Broad-street. The Set will be disposed of with the materials, and affords a favourable opportunity of investment.

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### POLYTECHNIC INSTITUTION, 309, Regent-street, London.

The arrangements of the laboratory being now perfected, analyses, and assays of earthen and metallic, will be made, under the immediate superintendence of Mr. Maughan. The value attached at the present moment to the several descriptions and properties of earthen, renders their correct analyses matter of infinite importance to the agriculturalist—mineral properties, hitherto unexplored, too frequently escape observation, and their value being realised alone from the want of knowledge, or the various minerals being subjected to analyses. The proprietors of landed and mineral property, as well as the practical miner, and the capitalist, are now enabled, at an easy cost, to acquire accurate and detailed information with reference thereto, application being made, either personally, or by letter, to Mr. Maughan, at the Institution, 309, Regent-street.

The Institution is open daily, where are exhibited the several models and working machinery, which have of late proved so attractive, embracing, among others, Hall's Hydraulic Bell, the Daguerrotype, the Diving Bell, Col. Pasley's Voltaic Experiments, Mr. Green's Propulsion of the Balloon, with daily lectures on the Steam-Engine, Heat, Electricity, &c.

Catalogues, containing accurate descriptions of the several models and articles exhibited, may be had at the rooms.

### ATMOSPHERIC RAILWAY COMPANY.

To be incorporated by Act of Parliament.

Capital £400,000, in 8000 shares of £50 each.

PROVINCIAL COMMITTEE.

St. John Blacker, Esq. Alexander Doorman, Esq.

Hannan De Castro, Esq. John Buck, Esq.

Francis Ignatius Van Zeller, Esq.

By whom a list of the directors will shortly be published.

ENGINEERS.

Samuel Clegg, Esq., C.E. Jacob Samuda, Esq.

The objects of the company are—

1st. To grant licenses to existing and future railways, to use the Atmospheric System.

2d. To contract with established lines of railway for the haulage of their traffic upon the Atmospheric System, allowing to the directors of these lines the option of purchasing the privilege of carrying for themselves, whenever they think fit, by paying a specified sum, in addition to the expenses incurred for laying down the Atmospheric Apparatus.

Full particulars and prospectuses may be had of Messrs. Baxendale, Tatham, Upton, and Johnson, solicitors, No. 7, Great Winchester-street, Broad-street, and No. 24, Lincoln's Inn-fields, London; and to whom applications for shares are to be made.

The Atmospheric Railway may be seen in operation on the West London (late called the Thames Junction) Railway, Wormholt Scrubbs, every Monday and Thursday, from three till five o'clock, and from actual workings it has been found, that on this system, increased speed and security are obtained. There is no possibility of accidents from collision, running off the road, or fire, and two-thirds of the working expenses and cost of formation of a railway are saved.

\* Omnibuses pass every quarter of an hour from the Mansion-house to Wood-pole, Shepherd's-bush, within a few minutes walk of the railway.

### THE ANTI-SLAVERY SUGAR COMPANY, for the Cultivation of Sugar, Rum, &c., by Free Labour, in British India.

First capital £20,000, in 25,000 shares, of £10 each. Deposit £1 per share.

Further series of shares to be issued as the success of the company, and the consequent increased demand may render necessary; which shares shall be offered off at par to the original shareholders, who shall have the option of thus taking them off participating in the premiums they may produce.

To be empowered, and the responsibility limited, by Royal Charter or Act of Parliament.

Joint Solicitors—Messrs. Wilkinson and Page, Guildhall-yard; and E. M. Elderton, Esq., 43, Queen-square, Bloomsbury.

Secretary—J. Conder, Esq., Member of the Committee of the Anti-Slavery Society.

Temporary Manager and Parliamentary Agent—W. S. Northhouse, Esq., Parliament-street.

Bankers—Messrs. Drewett & Fowler, Princes-street; and Messrs. Twining, Strand.

It can be proved, that the profits of cultivating sugar in India, by the employment of the Hill Coolies in their own country, instead of transporting them to the Mauritius or other British Colonies, will be nearly cent. per cent., while the adoption of the system on a large scale will tend more to the abolition of slavery, both open and covert, than any other practical plan yet adopted.

The shares are made of small amount, in order that the greatest possible number may be able to possess them, and thus be interested in the sale of sugar produced by free labour.

Prospectuses, estimates, the names of the directors, and any further particulars, may be had on application to the secretary or the solicitors.

### THAMES TUNNEL.—Open to the public every day (except

Sundays) from Nine in the morning until dark.—Admission One Shilling each. Entrance is on the Surrey side of the river, and near the church at Rotherhithe. The Tunnel is eleven hundred and thirty five feet in length, brilliantly lighted with gas, and the Shield is now advanced to within twenty-five feet from the Wharf Wall at Wapping.

By order, J. CHARLIER, Clerk to the Company.

Company's Office, Walbrook-buildings, Walbrook, September, 1840.

N.B.—Conveyances to Rotherhithe, by omnibus, from Piccadilly, Charing Cross, Fleet street, and Gracechurch street; and by steam boats, from Chelsea, Vauxhall, Lambeth, Hungerford, Queenshithe, the Old Shades Pier, and London Bridge, to the Tunnel Pier at Wapping.

### RAILWAY MEETINGS.—TWO SHEETS of the RAILWAY

TIMES will be published this day, in full for the early trains, comprising forty closely printed pages, and containing FULL NOTICES, with ALL THE OFFICIAL DOCUMENTS, of FIFTEEN RAILWAY MEETINGS, including the Midland Counties, South-Western, Great North of England, Bristol and Exeter, Dublin and Kilkenny, Dublin and Drogheda, London and Great Junction, Sheffield and Manchester, and West Durham; with further notices of the Great Western, North Midland, Eastern Counties, Edinburgh and Glasgow, Glasgow and Ayr, Sheffield and Rotherham, &c.; also original articles on the proposed London and Manchester direct Railway, the late Railway Accidents, an Inquiry into the comparative Merits of Four-wheel and Six-wheel Engines (with a cut), Railway Fares, &c.; and a vast body of other valuable railway information. The only Journal exclusively devoted to railways. Price of the two sheets together, both stamped, 1s. Office, 122, Fleet-street, London.

### RAILWAY MAGAZINE, and COMMERCIAL JOURNAL.

Railways, Banks, Mines, Steam Navigations, Assurance, Public Works, &c.—This long-established and extensively-circulated work, which has attained the greatest celebrity for the value of its articles, and its uniform success in all cases it has advocated, is now published weekly, price Fourpence-halfpenny stamped, and consisting of sixteen closely and handsomely printed pages. It contains full and accurate reports of all railway and other joint-stock company meetings; steam navigation; asphalt; accounts of new companies, banks, mines, assurance, canals, docks; a most important table to all travellers of the times and fares of all railway trains throughout the kingdom; unique and valuable tables of the prices of railway and other shares, paper money in circulation, metals, traffic of railways, meetings, calls, and dividends, general, mechanical, and scientific intelligence. A table for every day in the week for each port frequented by steam-vessels. Orders received by all newsagents, and at the office, 8, New-Lion-court, Fleet-street, London.

### THE CIVIL ENGINEER AND ARCHITECT'S JOURNAL.

SCIENTIFIC and RAILWAY GAZETTE, price 1s. 6d.—No. XXXVI, for SEPTEMBER, contains Drawings and Description of the Polytechnic Institution—Adcock's Patent Method for Raising Water—Stone Church, Kent—Manufacture of Malleable Iron in Persia—Remarks on Ancient and Modern Fortifications—Public Buildings in London, by Ralph—Candidus's Note Book—Report on the Nelson Monument and Trafalgar Square—Parisian and London House-building—On Railway and Canal Traffic—Electric Telegraph—Metallurgy—Granite Pier—Harbours of Refuge—Experiments on the American Cotton Ginn—Proceedings of the Institution of Civil Engineers—Reviews of New Books—List of New Patents—Progress of Railways—Public Buildings—Steam Navigation—New Improvements.

H. Hooper, Pall Mall East; R. Groombridge, Pinner-street, Falmouth-row.



## PROCEEDINGS OF PUBLIC COMPANIES.

## TRETOL MINING COMPANY.

The first annual meeting of the shareholders in this company was held at the offices, St. Mildred's-court, on Monday, the 31st ult.

G. H. HEPPEL, Esq., in the chair.

The advertisement convening the meeting having been read, the directors' report was submitted:

The directors, at this the first annual general meeting of the company, feel great pleasure in laying before their co-adventurers a very satisfactory account of its affairs. It is well known to the shareholders generally the difficulty this mine had to contend with at its commencement, from an improper grant of the minerals having been made by one party, and from another having refused to complete an agreement, which, unfortunately, involved the company in litigation. These difficulties having been overcome, the directors feel convinced that the shareholders may now look forward to times of great prosperity and profit.

It will be seen by the accounts that Tretol Mine has, with the assistance of only 10000l. subscribed by the shareholders, from its own produce paid off liabilities amounting to nearly 30000l.; has provided its own machinery and working costs; and that it has available assets and machinery, at the end of July, amounting to about 20000l.

From the present very favourable appearance and produce of the mine, the directors intend, at the earliest possible period, to declare a dividend of 10s. per share; and they fully expect, from the large quantities of ore which have been discovered, that the mine will regularly make dividends, and at the same time provide funds, from its own resources, for erecting more powerful machinery when required. These statements have been confirmed by the report of Captain Jennings, of Tresvann Mine, which the directors have much satisfaction in laying before the shareholders. At this meeting the shareholders will have to elect two directors and two auditors, in conformity with the regulations of the company.

[The letters from Captain Jennings will be found under the head "Mining Correspondence."]

A statement of the accounts was submitted, from which it appeared that the costs, to the end of July, amounted to 16,451. 12s. 6d., and the total receipts, including the amount of July ore sold, to 16,203. 6s. The available assets were stated as follows:—Balance of July ore sold, after deducting costs, 2831. 6s. 6d.; arrears of call, 1011. 15s.; value of ore on surface, 3104. 11s. 6d.; ditto balance, 6951. 11s.; value of engine, machinery, materials, &c., 13001. 10s. 6d. Total, 26,098. 1s. 6d.

The CHAIRMAN observed, that if, from the brevity of the report, any point of information should be required, he should be happy to afford such explanation.

Some questions having been put with reference to the accounts, the CHAIRMAN explained, that the valuation had been made as nearly as possible, to show their position at the present time; and that, with the call of 1000l., they had cleared off their liabilities, and their ore on surface now, with machinery, &c., being estimated at about 20000l. The chairman further explained, with reference to the slight amount of arrears of call, that such might be accounted as cash, as being in a position of shortly paying a dividend, it would, of course, be necessary for parties to clear up their arrears before participating in the same.

A long discussion took place between Mr. Ninnis and Mr. Geach (the purser of the mine), on subject of the underground workings, Mr. Ninnis having heard many insinuations which threw a doubt upon the prospects as set forth in the report. He was desirous of knowing the real state of the levels and pitches, as to the prospect of raising ore for the future, and whether it was the intention of the directors to order a steam-engine for the effectual prosecution of the Slide Park and other levels in depth, by means of a new shaft—as also, the estimated expense, and time to effect the same. To these questions, Mr. Ninnis was referred to the reports of Captain Jennings, which entered into the subject, but which Mr. Ninnis did not deem satisfactory, being impressed with the feeling that the representations made could not be carried out.

The CHAIRMAN thought it was irregular, on the part of a shareholder, to bring forward opinions of parties in opposition to those of a practical man, without giving their names; the directors had employed Capt. Jennings as being a man of high standing in Cornwall, but if it should be the wish of the shareholders to have other advice, they would be happy to do so.

Mr. NINNIS felt fully satisfied with the respectability and honour of Capt. Jennings, and was willing to receive his reports as the statements of an experienced mining agent; but it appeared to him that the whole tenor of them bore the marks of putting the best face upon the prospects of the mine. He expressed himself dissatisfied with the late workings of the mine, considering that they had not been carried on with that energy they were when under the management of Capt. Clymo. Mr. Ninnis went into detail upon the past workings, during which much interruption took place, and, after some desultory conversation, the report of the directors was received, and a vote of thanks having been voted to the chairman, the meeting adjourned.

## UNITED HILLS MINING COMPANY.

The adjourned general meeting of the shareholders in this company was held at the offices, in Adam's-court, on Thursday, the 3d inst.

D. CAMPBELL, Esq., in the chair.

The SECRETARY read the advertisement convening the meeting, and the resolutions passed at the last meeting.

The CHAIRMAN stated that application had been made to Sir Thomas Turton in compliance with the resolution passed at the last adjourned meeting, but no answer had been received until this morning.

Mr. GIBSON said, perhaps it would be the more correct proceeding for the committee to hand in their report, and have it read by the secretary before any general observations were made.—A "further report" of the committee appointed to investigate the subject of the 11331. 6s. 6d. withheld by Sir Thomas Turton, and claimed by him as salary as a director, was then read, which stated that in compliance with the resolution passed at the last meeting, the committee had obtained the opinion of W. H. Tunney, Esq., Q.C., from which opinion it appeared that Sir Thomas Turton was not entitled to the salary claimed by him;—at least to the amount of 10000l.;—and recommended as the best mode of proceeding, that a Bill in Chancery should be filed, and that a few of the original shareholders should be the plaintiffs on behalf of the whole, and that no time ought to be lost in taking the necessary steps, as from the time which had elapsed, it was probable Sir Thomas Turton would endeavour to take advantage of the statute of limitations; the report recommended this opinion to be acted on, and that a committee should be appointed to prosecute the bill, and with power to go to arbitration if found advisable, and to save litigation. With respect to that part of the former report relative to Mr. Harvey's shares, now held by Mr. Campbell, and on which calls were due, it stated that a further sum of 1131. 10s. had been paid, and that Mr. Campbell had agreed to pay 1000l. in lieu of interest, which the committee had accepted, and recommended its adoption by the meeting.

The CHAIRMAN then produced the letter received from Sir Thos. Turton, in which he stated his willingness to go to arbitration, and pay over to the directors any balance which might be due, on behalf of the company.

A long conversation then took place, on the subject of wording of Sir T. Turton's letter, and his intentions as to going to arbitration, the question being whether Sir Thomas Turton would enter into bonds of reference, as provided by the deed, or not. Messrs. Gibson, Chippendale, and Tyas, were of opinion that the letter was evidently a manoeuvre to get rid of the power of the committee altogether; and, on the question as to the Chancery suit being commenced, Mr. CLARKE stated his opinion that they ought to be very cautious, and be sure that they were right in their proceeding as a meeting, as to whether they had the power of taking such steps. He thought a special meeting ought to be called for the purpose; they knew they had a very easy party to deal with.—Mr. TYAS said there could be no question on the subject. It did not require a special meeting; this, although an adjourned general meeting, was still the general meeting, and they had the power to commence any suit against a party as a debtor to the company. He could have no objection to a special meeting being called for the purpose, but he thought it was not necessary.

After some further conversation, resolutions were passed, adjourning the annual general meeting to Saturday, the 19th instant, and directing the secretary to write, the same evening on which the meeting was held, to Sir Thomas Turton, with copies of the resolutions.—Mr. Tyas also to write, stating that he was authorised to draw up the necessary bonds of arbitration, and to request the name of Sir Thomas Turton's solicitor—this, it appeared to be considered, would be the only method of proceeding to advantage;—and if a favourable answer was not received from Sir Thomas Turton before the 19th, the proprietors would then have the power of calling a special meeting, for the purpose of authorising a Chancery suit against him for the recovery of the money due from him to the company.

The committee's report was then received—the resolutions to the above effect passed unanimously—thanks were voted to the chairman, and the meeting separated.

## LONDON AND SOUTH-WESTERN RAILWAY.

The half-yearly meeting of the proprietors of this company was held on Saturday last, at the office, Nine Elms, York-hall.

J. KANTHOPE, Esq., M.P., in the chair.

The report read on the occasion presented a satisfactory account of the position and prospects of the company's affairs. The whole line has only been opened since the 11th May, and much of the Portsmouth traffic will continue to be carried on the temporary roads until the construction of the Gosport branch; yet, notwithstanding this, the passenger traffic on the line has al-

ready come up to the directors' estimate of double the amount of the old road traffic. The Gosport branch will be opened in May next; the Southampton Docks are favourably progressing, and every thing is ready to commence operations on the railway from Bournemouth to Portsmouth—all which undertakings would be highly advantageous to the South-Western Company. The report concludes as follows:—"The traffic for the half-year ending 30th June having yielded a profit of 35,154. 16s. 2d. the directors propose therewith to pay a dividend of 11. per share, which will require the sum of 35,124. The proprietors will be aware, that this profit arose upon the line only partially opened to Southampton, from 1st January to the 11th May, and upon the entire line from the 11th May to the 30th June, being fifty days. This dividend of 11. per share somewhat exceeds the rate of 5 per cent. per annum on the money actually received from the proprietors. The gross traffic for the six months, from the 1st January to 30th of June, was 87,157. 6s. 2d. being 4781. 17s. 8d. per diem. The gross traffic for fifty-eight days, from the 30th June to Thursday, the 27th ult., was 59,494. 15s. 4d. being 10251. 12s. per diem, which view of the company's finances fully justified the prospect of a still greatly increased future dividend."

The report was carried unanimously; and thanks having been voted to the chairman, the meeting broke up.

## LONDON GRAND JUNCTION RAILWAY COMPANY.

The half-yearly general meeting of the shareholders in this company was held at the offices, 68, Chancery, on Monday, the 31st ult.

WILLIAM CARR, Esq., in the chair.

The SECRETARY having read the advertisement convening the meeting, the common seal of the company was affixed to the list of proprietors.

The SOLICITOR then read the directors' report, from which it appeared, the directors had not gone to any considerable expenses since the last meeting; they were anxiously waiting the time to go (and had prepared a petition to the House of Commons for an address to the Crown) again to Parliament, with an entire new plan for carrying out the line, not being yet quite matured, they could not lay before the shareholders that day, but would call a special meeting for the purpose on the earliest opportunity.

From the statement of accounts, which were also read, it appeared that the expenses for the past half-year had been 2991. 6s. 6d., and the balance in hand 4267. 4s. 6d.

The CHAIRMAN said the directors certainly had not much information to give on the present occasion, but he should be happy to hear any observations, and answer any questions which might be put; Mr. Rastrick, their engineer, would give every explanation relating to the proposed plan, and it would be for the meeting to decide whether they should proceed or no; they had not at present incurred any considerable expense, but any further steps they might now take would be attended with some outlay.

Mr. JOHN U. RASTRICK then proceeded, from plans and sections, to explain to the meeting the mode proposed to be adopted; it was, to take advantage of the new street now being carried from the end of Farringdon-street to the Sessions-house Clerkenwell-green, and to carry the railroad in a tunnel underneath, and as far as King's cross; from thence it would be open cutting, across unbuild land, to a point beyond the London and Birmingham station at Camden-town, which would not in any way interfere with the coke ovens and buildings connected with that company, and which had formerly been the cause of their opposition; a branch to proceed from King's-cross (by tunnel), under the new road, to the Great Western station at Paddington. He had carefully surveyed these routes, and as far as the practicability of the undertaking went, the levels were most favourable, and would enable them to pass under the bed of the canal at Paddington to join the Great Western line. He also thought, by going to the point beyond the Birmingham station, and where it would not interfere with their works, they should have that company's support instead of their opposition. The tunnels could either be lit with gas, or have openings left at proper distances to admit air and light; this plan would be the least expensive of any, as there would be but little property to purchase, and the great expenses of serving notices, &c., avoided. The whole length would be three and three-quarter miles.

Mr. EDGELL said, he certainly should much wish to see a branch to the Great Western Railroad, as it would ensure a large amount of traffic from an extensive district round Paddington, Kensington, &c., but thought there would be found general objection to travelling in a tunnel; it was ever complained of in the Birmingham Line, where the tunnels form so small a proportion of the distance, and he thought parties would prefer the omnibus.

The CHAIRMAN explained that this tunnel must be considered as forming part of the Great Western and Birmingham Lines, if carried out, and would, he thought, meet with no more objection than the mile and a quarter of tunnel at Liverpool.

Mr. STANTON, and several shareholders, thought it would be even better to adhere to the old plan, than have a tunnel such a distance, which would deter many persons from travelling, and ladies in particular.

The CHAIRMAN said it was desirable to lose no time, as at present the Corporation were favourable, and if too much delay took place, without some steps being taken, he feared they might prove enemies instead of friends. It should be recollected they had been to Parliament with the old plan and failed.

A PROPRIETOR said it was evident, if this new plan was to be adopted, steps must be taken immediately; or, in the formation of the new street, there would be such an alteration in the value of the property as would defeat their object.

On a question from Mr. Edgell, the CHAIRMAN said 4000l. had been paid to Lord Southampton in part for land, which would be forfeited if the line was not carried out.

Mr. EDGELL proposed a resolution as to the steps to be pursued by the directors, which, however, after some conversation, he consented to withdraw, and it was understood that the directors were to give the matter their most earnest attention, in conjunction with their engineer, and at as early a day as possible call a special meeting of proprietors, to decide on what should be done, to enable them to go to Parliament in November, if so resolved.—A PROPRIETOR hoped, to ensure a full meeting, the directors would cause a letter to be sent to every proprietor, besides advertising.—The CHAIRMAN assented.

The report and accounts were then adopted, thanks were voted to the chairman, and the meeting separated.

## MIDLAND COUNTIES RAILWAY COMPANY.

The fourth general meeting of the proprietors of this company was held at the railway station, Leicester, on Monday, the 31st ult., to receive the report of the directors, and an account of the state and prospects of the undertaking. More than ordinary interest was attached to the proceedings of this meeting, from the competition which has for the last two months existed between the Midland Counties and Birmingham and Derby Railway Companies for the traffic from the north of England, and which rivalry has interfered so seriously with the legitimate receipts of at least one of the lines in question.

THOMAS EDWARD DICKY, Esq., in the chair.

The CHAIRMAN read a statement of the traffic on the line for the week ending the 29th August, from which it appeared the receipts exceeded 2000l.

Mr. MACAULAY (the solicitor) then read the report of the directors for the past year. It noticed the opening of the railway from Nottingham to its junction with the London and Birmingham at Rugby on the 1st of July, the cost of the works having, in no material degree, exceeded the estimates laid before Parliament, rendering the entire cost of the railway, including a most effective carrying estimate, one of the cheapest lines, for its length, in the kingdom. An excess, however, in some measure arising from the prospects of a larger traffic than the company had provided for, rendered it necessary to apply to Parliament for powers to increase the capital by 200,000l., of which sum 150,000l. was authorised to be raised by the creation of additional shares, and 50,000l. on loan. With a view to the former object, the directors proposed to issue to each proprietor a quarter, or 25l. share, for every original 100l. share he held, for a payment of 15l., which, on 10,000 shares, exactly raised the amount required, the above 15l. to be paid by a deposit of 5l. when the share was accepted, and the balance in two instalments of 5l. each, at intervals of three months. The gross receipts to the 27th of June were 30,071. 14s. 8d.; and the disbursements, including all the extra heavy items consequent upon the successive openings of the line, did not exceed 11,320. 15s. 8d. The directors called particular attention to the fact that the entire expense of the locomotive power during the last six months did not amount to more than 16d. per mile, a price considerably below that of any other line of the same extent. The net profit of 8767. 17s. amounted to nearly 5 per cent. on the cost of that portion of the railway on which it had been earned. The directors then proceeded to notice the attempt making by the Birmingham and Derby Company to divert the traffic between London and Derby from the Midland Counties to their own line, the latter being full eleven miles farther round. In order to accomplish this object, the Derby Company adopted the unprecedented course of charging respectively to first and second class passengers 2s. and 1s. 6d. for the thirty-eight miles of railway between Derby and Hampton, where their line joins the London and Birmingham Railway, while at the same time "they continue to exact from all other passengers, though in the same carriages, and going exactly the same distance, the original fares of 6s. and 6s."

This practice the Midland Counties directors considered illegal, and although in their application to the Court of Chancery for an injunction they were unsuccessful, they were in expectation that they would ultimately succeed in putting a stop to a practice which they were well advised was illegal. In the meantime the directors conceived they had but one course to pursue in order to protect their interests—that of charging the same fares between Derby and London as those charged by the Birmingham and Derby Company. Should the latter offer to convey passengers over their line without making any charge whatever, the corresponding charge to a passenger between Derby and London, over

the Midland Counties Line, would still leave to this company 5s. for a first class, and 3s. 6d. for a second class passenger; and, in short, the report adds, "nothing but a subscription on the part of the Birmingham and Derby proprietors to pay the London and northern travellers for consenting to be conveyed over their line can possibly reduce the Midland Counties fares in the rates of charge at present fixed by that company."—The report appeared to give much satisfaction to the proprietors, and was unanimously adopted.

In reference to the prospects of the undertaking, the information which transpired at the meeting, in reference to the traffic in operation, and that might fairly be expected, was most gratifying. The company, it appeared, were realising at present about 17000l. per week, exclusive of the mails and goods, which would shortly be carried, and would bring in 6000l. more, making their returns 23000l. At this rate, allowing 14000l. for expenses of working, the proprietors would be receiving at least 5 per cent. on their capital. But judging by other railways, and knowing that one-half the resources of the line were not yet developed, there was every ground to believe that, in the course of a couple of years, the returns would average at least 10 per cent. It was explained that, when the weekly traffic averaged 24000l. per week, the proprietors might be satisfied that the line was paying them 5 per cent., and as the returns were published weekly, by keeping this sum in view the shareholders would be enabled to form an accurate estimate of the value of their property. The whole of the proceedings appeared to give much satisfaction and to receive the entire approbation of the meeting, and the recommendation contained in the report, in reference to the existing competition, having been sanctioned by a distinct resolution on the part of the proprietors, votes of thanks were passed to the committee and directors, and the meeting separated.

Mr. WOODHOUSE (the engineer) informed the proprietors during the proceedings, that the railway, when complete at all points, would cost very little more than 25,000l. per mile.

## NORTH MIDLAND RAILWAY.

The eighth half-yearly general meeting of the proprietors of this company was held in the committee room of the Leeds station, on Wednesday, the 26th ult.

GEORGE CARR GLYN, Esq., in the chair.

The common seal of the company having been affixed to the register of proprietors, the CHAIRMAN, in introducing the business of the meeting, made a few observations on the present position and resources of the company. Although their stock had suffered a temporary depreciation, he trusted that no proprietor would, from any apprehension as to future results, be induced to part with that property, which he (Mr. Glyn) considered to be so highly valuable. If it had fallen to the lot of any other line—he made no exception, and he hoped gentlemen would mark that—to have been called upon to publish their receipts during the first six weeks—aye, and for a much longer period—the result would have shown a much greater depreciation in their stock than had arisen in the case of the North Midland Company. It was a fact, that the receipts, during the six weeks in which the line had been opened its whole length, averaged more than the receipts of any other line—even the most favoured one that could be found in the kingdom. If the number of passengers had not come up to the expectations formed by himself and his colleagues, he attributed the circumstance to the extraordinary distress under which the whole of the manufacturing districts had been labouring for some months past; and he was satisfied that, unless population remained stationary—unless the large towns were deprived of the wealth they possessed—and, in a word, unless Yorkshire ceased to be Yorkshire—the North Midland Railway must ultimately succeed.

H. PATTERSON, Esq. (the secretary) then read the report, from which it appeared that, since the opening throughout, the receipts had been gradually increasing, and now amounted, upon the average of the last three weeks, to about 33000l., which would amply cover every expense for working, and still leave a considerable surplus for interest and profit. The directors, therefore, having carefully reviewed the present position and future expectations of the company, considered themselves fully justified in expressing a confident opinion of ultimate success. Although the development of the resources of the traffic would necessarily take considerable time, the directors were rejoiced to say that there was no source from which revenue had been expected by the company that had not been found available, either in immediate results, or in such indications as left no doubt for the future. The entire communication was now open from London to Leeds, York, and Hull, with all the intermediate places, and in November would be extended to the north, by the opening of the Great North of England Railway; and all these places, and the adjacent districts, with their numerous population, were likewise brought into connection with the western parts of England by the Birmingham and Derby Junction line; thus making the North Midland Railway, in effect, the great connecting link of the north with the south and south-western parts of the kingdom, and accomplishing the object with which this line of railway was first offered to the notice of the public; but it was obvious that the full results of such an extended railway communication could not be developed or appreciated until all the connecting links were completed, such as the Birmingham and Gloucester to the west, and the more northern lines, extending ultimately into Scotland. The Manchester and Leeds Railway would open about the 1st of October, from Leeds to Hebden-bridge, completing the communication, excepting eleven miles, between Lancashire and Yorkshire, the whole of which would be opened before the end of the year, and would no doubt cause considerable increase to the traffic of the North Midland line.

By the general statement of the expenditure and receipts of the company, up to the 30th June last, it appeared that the latter had amounted altogether to 2,795,676. 17s. 5d., and the disbursements to 2,635,942. 14s. 2d.—leaving a balance at the disposal of the company of 69,734. 3s. 3d.

Captain WATT, R.N., and WILLIAM VICKERS, Esq. (of Sheffield), expressed their gratification at the suggestion thrown out by the chairman, for the establishment of a competent board of engineers, to give certificates of qualification to servants entrusted with the management of trains. Such a measure would increase the confidence of the public, and prevent railway companies being imposed upon by persons who were not properly qualified for the duties they undertook. Mr. Vickers further observed, with respect to the working of the line, he believed the third class carriages only passed two trains a day. He would suggest the experiment of passing them on each train, it being his decided opinion that they would realise more money by low fares than by high ones. He had examined a number of statistics on that point, and he had no hesitation in saying, that when the third-class carriages were in full operation, they would take more money at a penny a mile than by the first-class fares; and if they would reduce the charge on the first and second-class, they would add greatly to the profit of the company. There was another point to which he wished to advert. There was not only no competition, comparatively speaking, on the North Midland line, but the distance from place to place was materially shortened. By this line the distance from Sheffield to Derby was forty-six miles, whereas, by canal, it was ninety-six.

In reply to a question by Mr. ROZBUCK, whether the money in hand would be sufficient to complete the undertaking, it was stated that the present resources of the company would be sufficient; there would be, at all events, no necessity to raise any further sums of money beyond the amount which the directors were empowered to raise under their present act.

The report having been adopted, the thanks of the proprietors were presented to the directors for their zealous attention to the interests of the company, which, having been acknowledged by the CHAIRMAN, the meeting separated.

## BRISTOL AND EXETER RAILWAY COMPANY.

The half-yearly general meeting of the proprietors of this undertaking was held at the Merchants' Hall, Bristol, on Wednesday, the 2d instant.

F. RICKETTS, Esq., in the chair.

The notice convening the meeting having been read, the CHAIRMAN said, it afforded him the greatest pleasure to see so large an assemblage of proprietors present, as the subjects to be submitted to their consideration were of the highest importance to the interests of the company. From the engineer's report, it appears the works between Bristol and Bridgwater are fast approaching completion; and, in a few months, he expected that little more than an hour would suffice for the journey. After every effort had been made to get in the arrears of calls, a large number of shares still remained a dead weight upon the company; in addition to the 1055 shares, the forfeiture of which had been confirmed, there being upwards of 2700 which required the same proceeding. The chairman then alluded to the subject of the proposed lease to the Great Western Company. At the last meeting a resolution was passed, authorising the directors to continue the negotiation, conclude a provisional agreement, and call a special meeting for its ratification. The directors of both companies had since their best to bring the subject to an earlier conclusion, but, from its being so beset with difficulties, had been unable to succeed until within the last three weeks. He (the chairman) was so fully persuaded of the advantageous tendency of the intended leasing, that he had not only increased his own interest, but had induced several of his family and friends to do the same. The influence of the lease upon the collection of the arrears, the speedy opening of the line, its immediate continuation to Taunton and Exeter, the acceleration of the period when they could borrow on debenture, the double security offered to capitalists, and the consequent facility of raising money—the lowest amount of fixed rent (30,000l.) being more than equal to all the interest they would have to pay, and leave the toll at once payable to a dividend—warranted him in strongly recommending the lease to their adoption.

The SECRETARY then read the directors' report (which we shall endeavour to insert in our next) and the engineer's report, detailing the progress of the works since the last half-yearly meeting, which was described as most satisfactory.



**MINE ACCIDENT.**—As a poor collier, named William Howell, was sinking a pit, at the Dinas Colliery, near Newbridge, belonging to Mr. Coffin, a large stone fell on him, which injured him so severely that he survived but a few hours.—As Thomas George, a boy about twelve years of age, was employed at the rolling mill, at Dowland Works, his feet slipped, and before he could recover himself, his arms were down under the roller, and crushed to atoms.



## PUBLIC COMPANIES.

MEETINGS.			
Kent Water Works	George and Vulture	Sept. 7	12
London and Croydon Railway	London Tavern	8	1
Grand Collier Dock Company	28, Fenchurch-street	8	2
West London Railway	11, Abchurch-lane	9	1
Anglo-Mexican Mining Association	9, New Broad-street	11	2
United Mills Mining Company	5, Adam's-court, Broad-street	12	2
New Zealand Company	Broad-street, buildings	15	2
Aylesbury Railway	Euston Hotel	17	1
Commercial Dock Company	106, Fenchurch-street	18	1
Hammerhead Bridge Company	Crown and Anchor	25	1
Eastern Counties Railway	London Tavern	29	1
London Joint Stock Bank	Princes-street	Oct. 17	12
Thames Haven Dock and Railway	28, Moorgate-street	30	11

## CALLS.

Hungerford Suspension Bridge	24th Sept.	10	Wright and Co.
Wheal Walsby Mining Company	30	14	Manchester & L. pool Dist. Bank.
Equitable Reversionary Society	30	15	Coutts and Co.
London and Brighton Railway	30	16	As former calls.
Great North of England Railway	30	17	As former calls.
Queen's Mining Company	30	24	Rosanquet and Co.
Rose Down Mining Company	1st Oct.	13	Union Bank of London.
Port Cavi Iron and Coal Co.	1st Oct.	14	Hankey, Fenchurch-street.
General Reversionary Society	24th	11	London Joint-Stock Bank.
Cambrian Iron and Steel Co.	24th	26	2, Moorgate-street, London.
British Colonial Bank and Loan	24th	4	Ladbroke, Kingscote, and Co.
European Gas Company	24th	4	Ladbroke, Kingscote, and Co.

## DIVIDENDS—MINES.

Wicklow Copper Mine	5 per cent.	22, Tokenhouse-yard	Sept. 7
Holmsham Mining Company	17 per share	Office, New Broad-street	24
Tamar Silver-Lead Mining Co.	5 per cent.	44, Finsbury-square	17

## RAILWAYS.

London and South-Western	17 per share.	Leeds and Selby	21 per share.
London & Birmingham	4 per cent. for half-year	Sheffield and Rotherham	6 per cent.
Grand Junction	7 per cent. ditto.	Manchester, Bolton, and Bury Canal and	
North Union	21. 10s. 10d. share ditto.	Railway	10s. per share.

## JOINT-STOCK BANKS.

Ashington, Stalybridge, &c.	5 per cent.	Newcastle Commercial	6 per cent.
Birmingham and Midland	6 per cent.	North Wales	10 per cent.
Birmingham Town & District	7 per cent.	Northumberland and Durham District	12 per cent.
Bank of British N. America	15s. per sh.	National Bank of Ireland	6 per cent.
Bank of Australasia	4 per cent.	North and South Wales	3 per cent.
Colonial	4 per cent.	Provincial Bank of Ireland	4 per cent.
Cumberland Union	15 per cent.	Stourbridge & Kidderminster	10 per cent.
Commercial, New Orleans	4 per cent.	Shropshire	7 1/4 per cent. for half-year.
Gloucestershire	10 per cent.	Sheffield and Hallamshire	7 1/2 per cent.
Hibernian	10 per share.	Rutherford	10 per cent.
Hull	11 per cent. per annum.	Union Bank of London	6 per cent.
Hampshire	10 per cent.	Union Bank of Australia	10s. per share.
Huddersfield	12 1/2 per cent.	Wolverhampton and Staffordshire	7 1/2 per share for half-year.
London & County	5 per cent. half-year.	Walsall & South Staffordshire	5 per cent.
Lincoln and Lindsey	10 per cent.	West of England and South Wales District	4 per cent. for half-year.
London and Westminster	3 per cent.	Western District	4 per cent.
Monmouth and Glamorgan	5 per cent. for half-year.	Whitehaven	9 per cent.
Newcastle, Shields, &c.	10 per cent.	Yorkshire District	5 per cent.
National Provincial	6 per cent.		
Northamptonshire Union	7 1/2 per share.		

## WEEKLY RAILWAY TRAFFIC RETURNS.

LONDON AND BIRMINGHAM RAILWAY.	
[Length of Line, 113 miles.]	
The gross amount for conveyance of passengers, parcels, carriages, horses, and mails, for the week ending 29th day of August	£14,097 9 11
For merchandise for the same time	2,654 10 9
Cattle	188 10 0
Total	£16,940 10 8

GREAT WESTERN RAILWAY.	
[Length of Line opened, 63 miles.]	
Total Returns for the week ending 30th of August	£6082 2 1

LONDON AND SOUTH-WESTERN RAILWAY.	
[Length of Line, 70 1/2 miles.]	
Total receipts for passengers, parcels, &c., on this line for the week ending the 30th of August, £7111 6s. 11d.	

EASTERN COUNTIES RAILWAY.	
[Length of Line opened (to Brentwood) 17 1/2 miles.]	
Passengers to August 30d	381,860
Ditto, for the week ending the 30th of August	6,825
Total passengers	388,681

LONDON AND BRIGHTON RAILWAY—SHOREHAM BRANCH.	
[Length of Line opened, 6 miles.]	
Total returns for the week ending Sept. 1st	£150 16 5

LONDON AND BLACKWALL RAILWAY.	
[Length of Line, 3 1/2 miles.]	
Total receipts for passengers for the week ending Sept. 3d	£975 19 0

LONDON AND GREENWICH.	
[Length of Line 3 1/2 miles.]	
Week ending 3d Sept.	£1009 18 3
LONDON AND CROYDON.	
[Length of Line, 10 1/2 miles.]	
Week ending 3d Sept.	£750 5s. 6d

## THE FUNDS.—SATURDAY MORNING.

ENGLISH FUNDS.	
3 per Cent. Consols Annuitants, 89 1/2	Ditto Bonds, 5 dis.
New 3 1/2 per Cent. Annuitants, 89 1/2	3 per Cent. Consols for Acct., 90 1/2
India Stock, 249 1/2	Exchequer Bills, 24 1/2, 17 1/2 16 1/2 pm
FOREIGN FUNDS.	
Belgian Bonds, 101 100 1/2	Spanish Bonds, 5 per Cent., 24 1/2
Columbian Bonds, 182 1/2, 6 per Cent., 24 1/2	Ditto Deferred, 11 1/2
Dutch 2 1/2 per Cent., 51 1/2 2 1/2	Portug. Bonds, New, 5 per Cent., 34 1/2
Ditto 5 per Cent., 10 1/2	
SHARES.	
Brazilian Imperial, 15	London and Blackwall, 19 1/2
Real del Monte, unregistered, 2 1/2	London and Croydon, 11 1/2
Birmingham and Derby Railway, 75	London and Stth. Western, 54 3 1/2 4 1/2
Birmingham & Gloucester, 69	Manchester and Leeds, 100
Eastern Counties, 92 1/2 4 1/2 10 1/2	Manchester and Birmingham Ex., 4
Great Western, 87 1/2 8 1/2 9	Mid and C. unites, 75 1/2 4
Ditto New, 46 1/2 8 1/2	North Midland, 84 3 1/2 4
Hull and Selby, 46	Ditto New, 4 1/2 1 1/2
London & Brighton, 25 1/2 4 1/2 1 1/2	London and Westminster Bank, 24 1/2
London and Birmingham, 148 7 1/2 5	National of Ireland, 15 1/2 15
Ditto New Shares, 46 1/2 5	Union Bank of Australia, 29 1/2

## LATEST CURRENT PRICES OF METALS.

		£.	s.	d.			£.	s.	d.
IRON, Eng.	Bar iron 0 0 0 to	8	15	0	COPPER—Foreign...	(dy. 27s.)	0	0	0
	Do. Cast, in Wales 7	13	0		Do. Am., (dy. 27s.)	0	0	0	
	Hoop iron 10 15 0				Do. Am., (dy. 27s.)	0	0	0	
	Sheets, 10 15 0				Do. Am., (dy. 27s.)	0	0	0	
	Pig, No. 1, 10 15 0				Do. Am., (dy. 27s.)	0	0	0	
	Do. in Wales 4 10 0				Do. Am., (dy. 27s.)	0	0	0	
Foreign—	Sweden, 10 15 0				Do. Am., (dy. 27s.)	0	0	0	
	Russian, 10 15 0				Do. Am., (dy. 27s.)	0	0	0	
Duty 20s.	F.S. 10 15 0				Do. Am., (dy. 27s.)	0	0	0	
per ton.	C.S. 10 15 0				Do. Am., (dy. 27s.)	0	0	0	
IRON, Eng.	Wrought, 75 0 0 to 45				Do. Am., (dy. 27s.)	0	0	0	
	Shear do. do. 45 0 0				Do. Am., (dy. 27s.)	0	0	0	
	Cast do. do. 45 0 0				Do. Am., (dy. 27s.)	0	0	0	
Foreign—	Sweden in bar 10 15 0				Do. Am., (dy. 27s.)	0	0	0	
Duty 20s.	Do. Pig, 10 15 0				Do. Am., (dy. 27s.)	0	0	0	
per cent.	Milan, 10 15 0				Do. Am., (dy. 27s.)	0	0	0	
COPPER, Brit.	Take, 10 15 0				Do. Am., (dy. 27s.)	0	0	0	
	Tile, 10 15 0				Do. Am., (dy. 27s.)	0	0	0	
	Do. 10 15 0				Do. Am., (dy. 27s.)	0	0	0	



26. To draw no profits from the trade for twenty years.\*



100



**BRISTOL AND EXETER RAILWAY.**—The cuttings through Pariton-, near Bridgwater, are now almost completed, and it is confidently expected that the line from Bridgwater to Bristol will be opened in April next.

The cuttings through Farnham-  
completed, and it is confidently  
Bristol will be opened in April.

August 17 and 19

AUGUST 28.									
Purchasers.	Miles	Total	Total	Price.	Each parcel			Total Amount	
				<i>£</i>	<i>s.</i>	<i>d.</i>	<i>£</i>	<i>s.</i>	<i>d.</i>
L. C. & W. Daubuz	Wheal Mary	10		48	12	6	480	3	0
—	...	47		28	0	0	171	0	0
			147						
Truro House.	Carnon	76		57	0	0	427	10	0
—	...	54		31	10	0	283	3	0
—	...	3		3	0	0	140	0	0
			18						
								860	13 0
			304					£1,215	0 0

August 27.

Purchasers.	Mises.	Tons.	Unit Price.			Amount.			Total Amount.
			£.	s.	d.	£.	s.	d.	
1. ENGLISH COP. PER CO.	Santiago .....	47	11	0	6	522	19	0	
	Cobre .....	75	20	13	6	1569	3	6	
	Cranebane .....	12	5	5	0	63	0	0	
	Lawyndia .....	44	2	1	0	90	4	0	
			176						2194 19 6
2. GARNFELL AND CO.	Cobre .....	79	12	19	6	376	5	6	
	Chili .....	110	15	4	0	1672	0	0	
	" .....	30	37	17	0	1135	10	0	
	" .....	14	15	7	6	215	5	0	
	" .....	26	19	4	0	489	4	0	
	Copiapó .....	27	35	7	6	712	7	6	
			236						4316 7 0
3. SIMS, WILLIAMS, NAYLOR, AND CO.	Cobre .....	190	13	5	6	1327	10	0	
	" .....	44	9	15	6	870	2	0	
	" .....	46	18	16	6	965	19	0	
			190						3063 11 0
4. VIVIAN AND SONS.	Santiago .....	112	14	3	0	1584	16	0	
	" .....	98	14	2	0	1381	16	0	
	" .....	47	11	0	0	522	19	0	
	Cobre .....	110	13	2	0	1441	10	0	
	" .....	60	20	12	0	1236	0	0	
	Lackamore .....	74	7	17	0	509	18	0	
	Llandidno .....	68	11	3	0	758	4	0	
			560						7503 4 0
5. WILLIAMS, FOSTER & CO.	Santiago .....	110	13	14	6	1509	15	0	
	" .....	69	19	17	6	1371	7	6	
	" .....	68	19	9	0	1322	12	0	
	Knockmahon .....	119	19	5	0	1319	15	0	
	" .....	91	10	16	0	992	16	0	
	" .....	72	12	13	0	910	16	0	
	" .....	60	12	18	0	774	0	0	
	" .....	41	7	8	6	304	8	6	
	" .....	40	8	6	6	353	0	0	
	Copiapó .....	62	26	18	0	1661	12	0	
			732						10090 2 0
6. VIGORS AND CO.	Cranebane .....	50	2	3	6	108	15	0	
	" .....	34	2	3	6	73	19	0	
	" .....	12	3	5	0	63	0	0	
	Ballymurtagh .....	50	2	10	6	126	5	0	
	" .....	45	2	5	0	101	5	0	
			191						478 4 0

Copper ores for sale Sept. 9.—Cobre 110, ditto 165, ditto 160, ditto 83, ditto 80, ditto 75, ditto 70, ditto 60, ditto 10—Knockmahon 98, ditto 80, ditto 78, ditto 38, ditto 30, ditto 41, ditto 28, ditto 22—Cronbane 120, ditto 88, ditto 38—Tigrony 97, ditto 49—Chili 105, ditto 90, ditto 35, ditto 60—Ailbhis 114, ditto 90—American 80, ditto 60—Ballymurtagh 37—Chili 51.—Total, 2237 tons.

*Sampled August 19, and Sold at Serpell's Hotel, Pool, Sept. 3.*

Mines	Tons	Price	Purchasers	Mines	Tons	Price	Purchasers
		£. s. d.				£. s. d.	
Consols	121	6 12 6.	Freemans.	Longclose	80	5 16 6.	P. Grenfell
ditto	112	4 12 0.	Vivians.	ditto	77	6 3 0.	—
ditto	98	5 12 0.	English Co.	Delamater	77	5 7 0.	Vivians.
ditto	97	5 19 0.	Williams.	ditto	62	3 3 6.	—
ditto	94	7 2 0.	Mines Royal	ditto	54	5 7 6.	—
ditto	88	3 12 6.	Vivians.	ditto	50	2 14 0.	—
ditto	74	8 14 0.	Freemans.	ditto	40	3 16 0.	—
ditto	71	8 3 6.	English Co.	Fewcy C.	121	5 4 6.	—
ditto	68	5 8 6.	Mines Royal	ditto	100	5 11 0.	—
ditto	11	5 18 0.	Freemans.	United H.	60	3 6 0.	English Co.
N. Heskear	101	8 0 0.	P. Grenfell.	ditto	60	3 10 0.	Williams.
ditto	98	8 0 0.	—	ditto	62	3 8 6.	English Co.
ditto	94	6 11 6.	Williams.	ditto	25	10 14 6.	Mines Royal
ditto	87	6 16 6.	Vivians.	Tincroft	43	6 2 0.	Freemans.
ditto	82	7 16 6.	P. Grenfell.	ditto	42	3 0 6.	Vigurs & Co.
ditto	84	6 15 6.	—	ditto	26	4 3 0.	Freemans.
ditto	43	3 0 0.	Vivians.	ditto	34	3 12 0.	Vigurs & Co.
Hallenben.	84	4 10 6.	—	ditto	28	2 17 0.	Vivians.
ditto	73	2 14 6.	Nevil & Co.	ditto	27	1 10 0.	—
ditto	67	6 5 6.	Mines Royal	Fretchen	99	4 12 0.	P. Grenfell
ditto	67	7 16 0.	—	ditto	87	5 15 0.	—
ditto	40	3 1 0.	Vivians.	East Fuel	80	5 11 6.	Williams.
N. Heskear	70	6 7 6.	P. Grenfell.	ditto	69	8 1 0.	Nevill & Co.
ditto	69	4 14 6.	Williams.	S. Basset	55	10 18 6.	Mines Royal
ditto	57	5 13 0.	—	ditto	52	4 6 0.	Freemans.
ditto	48	10 15 0.	—	ditto	40	5 14 6.	Nevill & Co.
N. Chance	55	6 9 0.	—	Treleigh C.	59	6 8 6.	—
Wh. Kitty,	13	2 9 0.	—	ditto	58	5 0 0.	P. Grenfell.
E. Kitty	15	2 2 6.	P. Grenfell.	W. Harriet	35	5 18 0.	—
ditto	36	5 2 6.	—	ditto	31	7 10 6.	Freemans.
				St. Andrew	66	7 1 6.	Williams.

Unconsolidated	834	315	11	0	Firewe Conso.	226	1714	10
North Roskar	892	2085	0	0	United Mills	218	909	0
Tallenbeagle	820	1499	7	0	Tierfort	210	765	0
North Roskar					Trethellan	166	731	10
W. Chaney	312	1492	8	6	East Pool	149	1061	9
Thral Kitty					South W. Haced	147	1043	9
East W. Croft					Treighn Conso.	80	430	10
ongloone	294	1433	11	6	W. Harriet	40	869	10

Quantity of fine copper, 268 tons 7 cwt.—Amount of silver, 25,397.50 oz.—Average standard of batsals, 112.8.—Average Produce, 8.

Copper ore for sale on Thursday next, at Andrew's Hotel, Redondo.—Mines and prospects.—Carn Brea, Mines, 52 1/2; Wheel Darnlow, 54 1/2; Wheel Redondo, 53 1/2; Wheel Fawcett, 53; Wheel 231; Levant, 25 1/2; Providence Mines, 50; Wheel Harmony and Cardew, 122; Wheel Uvely, 90; Marazion Mines, 60; Wheel peat, 87; Wheel Julia, 80; Relintine, 78; Bazey's Ore, 61; Trevaunick, 80; Trevarrian, 24; Wheel Mary, 14.—Total 2721 tons.

Beauchamp's Hotel, Trevaunick and Providence Mines and prospects.

**COPPER ORES SOLD BY PRIVATE CONTRACT,**

August 17.

Mines.	Tons.	Price.	Purchasers.
South Canadian	167 .....	\$7 9	Williams, Foster, and

SALE OF COPPER ORES AT LIVERPOOL.						
Mines.	Tons.	Produce.	Stand.	Price.	Purchasers.	
Ballymurtagh	72	41	128	6	£2 17 8.	{ British and Foreign Copper Company.
ditto	40	24	181	9	2 9 10.	
ditto	45	62	114	9	2 2 11.	

Arrived for sale.—Ballymurtagh 50 tons, ditto 45, ditto 45, ditto 72, ditto 45—  
257 tons.

LEAD ORE, the produce of Irish Mines, sold at Flint, on the 31st August —			
Mines.	Tons.	Price.	Amount.
Lisburn .....	74	10 5	740 0
Armagh .....	21	14 5	304 5
Cashmere and Ballydoon ..	82	10 0	820 0
<b>Total tons...</b>	<b>190</b>		<b>1864 5</b>

## August 20.

Purchasers.	Misc.	Tons.	Total	Price.	Each Parcel.	Total amount.
1. ENGLISH COPPER CO.	Duffield .. .. .	89	90½	11 8 0	104 10 0	1601 8
	.....	17½		3 15 0	66 10 0	
2. VIVIAN AND SONS.	Tresavenn .. .. .	39½	392½	4 1 6	126 17 9	1829 1
	.....	64		3 1 0	105 4 0	
	Powey Consols..	12½		5 15 6	623 0 0	
	Trethellan.....	80		3 11 0	284 0 0	
3. FREEMAN & CO.	Tresavenn .. .. .	123	289½	12 10 6	1540 11 6	3774 10
	Duffield .. .. .	48½		6 8 0	291 4 0	
	.....	45		10 2 0	424 10 0	
	Wheal Gorland..	10		16 5 6	162 13 0	
	North Downs ..	69		5 8 6	323 10 0	
4. GREENWELL AND SONS.	Tresavenn .. .. .	108	393½	6 10 0	702 0 0	3352 11
	.....	87		4 13 6	426 9 0	
	.....	91		6 5 6	308 5 0	
	.....	39½		4 1 6	156 17 0	
	Wheal Gorland..	79		7 1 0	526 19 0	
5. SIMS, WILL- YAMS, NEVILL, AND CO.	Duffield .. .. .	48½	187	6 8 0	291 4 0	811 8
	.....	17½		3 15 6	66 10 0	
	Trethellan.....	94		4 16 6	433 11 0	
6. WILLIAMS AND CO.	Duffield .. .. .	41	144	13 11 6	556 11 6	1168 17
	Powey Consols..	103		5 13 6	610 5 6	
			1389			9455 12

			d.	c.	m.	s.	d.	
MINES ROYAL	United Mines ..	344	7	1	6	360	11	9
1. Co.	Tresvaan.....	62g	7	14	6	482	16	0
—	Godolphin.....	18	16	8	6	200	12	0
—	Great Work ..	32	11	19	6	620	5	0
2. ENGLISH CO.	United Mines ..	98	4	11	6	420	9	6
—	.....	86	6	11	0	576	8	0
—	Tresvaan.....	62g	7	14	6	482	16	0
—	Whani Vor....	89	3	16	6	330	12	0
3. VIVIAN and	United Mines ..	344	7	1	6	330	11	9
SONS,	.....	96	5	12	6	534	7	9
—	.....	91	4	4	6	378	16	0
—	.....	79	9	5	6	648	10	6
—	Tresvaan.....	73	3	12	0	362	16	0
—	Tretail .....	62	7	17	6	488	8	0
4. FREEMAN	Tresvaan.....	112	5	0	6	462	16	0
and Co.	Power Consols..	93	5	7	0	597	11	0
—	Tretail .....	60	6	3	0	369	0	0
—	.....	51	6	12	0	396	12	0
5. GREENFIEL	United Mines ..	143	5	19	6	843	19	6
and SONS.	.....	109	6	13	6	693	16	8
—	.....	96	4	12	0	585	0	0
—	.....	87	6	11	6	274	15	6
—	Great Work ....	3	36	14	0	77	8	0
6. SIMS, WILL-	United Mines ..	110	4	8	6	489	18	0
YAMS, NEVILLE,	.....	108	6	15	6	729	0	0
and CO.	Consolid. Mines	454	4	6	6	196	18	0
—	Tretail .....	40	14	4	6	609	0	0
—	Godolphin.....	74	6	7	6	471	15	0
—	.....	45	4	8	0	188	6	0
—	Great Work ....	26	3	17	0	92	6	0
7. WILLIAMS	Consolid. Mines	101	8	12	6	671	2	6
and Co.	.....	97	8	12	6	836	12	6
—	.....	46g	4	6	6	196	16	9
—	Power Consols..	89	5	4	0	462	16	0
—	.....	76	4	19	6	378	2	0
		4/9g						
		35/38						

*Tuesday, September 1.*

**INSOLVENT.**

Aug. 31.—Thomas Wilcocks, Bristol, cabinet maker.  
**BANKRUPTCY SUPPLEMENTED.**  
James Herd, Liverpool, common brewer.  
William Rowbottom, Mottram-in-Longdendale, Cheshire, grocer.

**BANKRUPTS.**

L. W. Johnson and B. Johnsons, Gloucester, wine merchants. [Pucknett and  
Roberts, Lincoln's Inn-fields. [Jewin-street.  
F. Mayfield, Spaulding, Lincolnshire, grocer. [Hindmarsh and Son, Crement,  
W. Sager, Rochdale, wool dealer. [Johnson and Co., Temple.  
W. Summers, Sunderland, coke manufacturer. [Brown, Sunderland,  
Clapham, Priests' Goose, Durham, soda manufacturer. [Meggison, Fringle,  
and Manley, King's-road, Bedford-row. [Jewry.  
Smith, Bishop Wearmouth, Durham, merchant. [Cumtins, Church-court, Old

Sept. 24. A. Mason, signwell, Essex, corn dealer—22, G. W. Farmer, Tavistock-street, Covent-garden, jeweller—11, J. H. Hermonday, New Road, Worcester—23, J. Lambert, Monmouth, draper—26, J. Collins, Leominster, Herefordshire, builder—25, C. Smithies, Bradford, Yorkshire, worsted spinners—30, J. A. Pinkfield, Lynn Regis, Norfolk—26, W. Smith, Warwickstone Lodge, Derbyshire, dealer and chapman—29, R. P. Westall and W. Westall, Birmingham, drapers—Oct. 15, F. Iveson, Beverley, Yorkshire, dealer and chapman.

**CERTIFICATES** to be granted, unless cause be shown to the contrary, on or before September 22.

H. Thomas, Shrewsbury, scrivener—J. J. Mainolis, Warwick-street, Solo, licensed dealer—R. Johnson, Bridlington, Yorkshire, innkeeper—B. Smith, Southport, Lancashire, lodging house keeper—B. Benbow, Liverpool, timber merchant.

**Friday, September 4.**

**INSOLVENTS.**

Sept. 3.—William Priest, Water-street, Blackfriars, furniture dealer.  
4.—James William Sumner, Reading, Berkshire, builder.

**BANKRUPTS.**

Bradford and T. Healey, Great Trinity-lane, wholesale stationers. [Walters and  
Reeve, Basinghall-street. Inn-Dees.]

Warren, George-street, Hanover-square, dentist. [Becke and Frewen, Lincoln's  
Inn, Inn. Salisbury, bookeller. (Vandenberg & Co., Bath-lane, Cannon-st.  
Rowly, Richmond-street, Long-lane, Bernersdoor, manufacturing chemist;  
Shield and Harwood, Queen-street, Chancery.]

Atkin, Rosemary-lane, baker. [Bassmore, Queen-street place. [very-lane,  
Bonner and C. Gibbons, Thame, Oxfordshire, furniture brokers. [Smith, Chan-

W. Watson and C. Pines, Bureau M. Mary, Suffolk, masters. (Hedman, Southey,  
W. Blackett R. Thackeray, and T. Tennant, Manchester, cloth and linen mer-  
chandise. (Ward, 60, St. Paul's Church-yard, London.)  
Caldwell, Chester, draper. (Rind and Shaw, Friday-street, Halifax.  
Powell, Birmingham, brass founder. (Williams as Roberts, Heston-garden,  
and J. Hall, Birmingham, factors. (Burton, Temple.  
Taylor, Leicester, hosier. (Toller, Gray's Inn-square.  
Jones, Liverpool, soap manufacturers. (Cornwallhead, Dean's-st., Doctors'-common,  
Barnet, Liverpool, merchant. (Chesser, Staple Inn.  
A. Beaver, Midhurst, cotton agent. (Mannings and Co., Temple.  
Hodgson, Bedford, alder. (Miller and Co., Temple.  
Smarr, Hamilton, Devonshire, cheese factor. (Purle and Gamlen, Gray's Inn.

**COAL MARKET, LONDON.**

**MONDAY.**

[illegible]

WEDNESDAY.  
Hayden Main 17 6—Bell's Robson's Hartsley 18 6—Chenier 17 9—Lemac's Main  
19—Original Window's Pontop 18 3—Pontop Window 17 6—West Hartsley 20 6  
19—6—Wall's End Hides 16 6—Hutcher 19—Newmark 19 6—Niddell's 20  
6—Hobart 11—Brady's Hutton 21 6—Hessell 20 6—Hutton 23—Hutley  
Hutton 24 6—Hussell's Hutton 23 6—Hussell's 23 6—Hutton 21 3—Hutley  
Hutley's Hartspring 23—Auldred 20—Barrett 20 9—Doddington 19—Wright  
18 188.

FRIDAY.

After 17 9—Chaz's Hatley 20—Deweed Main 17—Leaze's Main 19—Original  
Store's Postup 18 3—Postup Window 17 6—Smith's Postup 17—Wall's End Be-  
care & Co. 20 9—Clemmell 21 9—Gosforth 20 9—Hortrup 19—Killingworth 20 3  
Hill's 20 3—Haward 21 9—Hawley 22 9—Hoddy 20—Lancaster 22 9  
Norton's 22 9—Whitwell 21—Hartlepool 20 9—Vaccant's Hartlepool 22—Clayton  
19—Evenden 19—Richardson's Tees 19 6—South Durham 20 9—Tees 22  
18 6—Fondel Spilled 19 8—Howard's Northerton Main 19 9—Lingenside  
Mf.—Deconshire 19 3.—Shipw arrived, 16.



## PRICES OF STOCKS.

## PRICES OF SHARES.

## PRICES OF SHARES.

## PRICES OF SHARES.

## ENGLISH PUBLIC FUNDS.

## BRITISH MINES.

## MISCELLANEOUS.

## JOINT STOCK BANKS.

Security.	Monday.	Tuesday.	Wednesday.	Thursday.	Friday.
3 per Cent. Consols.	100 1/2	100 1/2	100 1/2	100 1/2	100 1/2
4 per Cent. Consols.	101 1/2	101 1/2	101 1/2	101 1/2	101 1/2
5 per Cent. Consols.	102 1/2	102 1/2	102 1/2	102 1/2	102 1/2
3 per Cent. Red. Anns.	99 1/2	99 1/2	99 1/2	99 1/2	99 1/2
4 per Cent. Red. Anns.	100 1/2	100 1/2	100 1/2	100 1/2	100 1/2
5 per Cent. Red. Anns.	101 1/2	101 1/2	101 1/2	101 1/2	101 1/2
3 per Cent. New Anns.	100 1/2	100 1/2	100 1/2	100 1/2	100 1/2
4 per Cent. New Anns.	101 1/2	101 1/2	101 1/2	101 1/2	101 1/2
5 per Cent. New Anns.	102 1/2	102 1/2	102 1/2	102 1/2	102 1/2
3 per Cent. Old Anns.	99 1/2	99 1/2	99 1/2	99 1/2	99 1/2
4 per Cent. Old Anns.	100 1/2	100 1/2	100 1/2	100 1/2	100 1/2
5 per Cent. Old Anns.	101 1/2	101 1/2	101 1/2	101 1/2	101 1/2
3 per Cent. New Anns.	100 1/2	100 1/2	100 1/2	100 1/2	100 1/2
4 per Cent. New Anns.	101 1/2	101 1/2	101 1/2	101 1/2	101 1/2
5 per Cent. New Anns.	102 1/2	102 1/2	102 1/2	102 1/2	102 1/2

## BANK OF ENGLAND—TRANSFER BOOKS.

Bank Stock.	Thursday, Sept. 3, 1840.	Friday, Oct. 16.
Bank Stock.	100 1/2	100 1/2
3 per Cent. Reduced.	99 1/2	99 1/2
4 per Cent. Reduced.	100 1/2	100 1/2
5 per Cent. Reduced.	101 1/2	101 1/2
Long Annuities.	102 1/2	102 1/2
Short Annuities.	103 1/2	103 1/2
Old South Sea Stock.	104 1/2	104 1/2

## FOREIGN STOCKS.

Security.	Monday.	Tuesday.	Wednesday.	Thursday.	Friday.
Austrian, 5 per Cent.	100 1/2	100 1/2	100 1/2	100 1/2	100 1/2
Belgian, 5 per Cent.	101 1/2	101 1/2	101 1/2	101 1/2	101 1/2
Brazilian, 5 per Cent.	102 1/2	102 1/2	102 1/2	102 1/2	102 1/2
Buenos Ayres, 5 per Cent.	103 1/2	103 1/2	103 1/2	103 1/2	103 1/2
Cuba, 5 per Cent.	104 1/2	104 1/2	104 1/2	104 1/2	104 1/2
Chilian, 5 per Cent.	105 1/2	105 1/2	105 1/2	105 1/2	105 1/2
Colombian, 5 per Cent.	106 1/2	106 1/2	106 1/2	106 1/2	106 1/2
Danish, 5 per Cent.	107 1/2	107 1/2	107 1/2	107 1/2	107 1/2
French, 5 per Cent.	108 1/2	108 1/2	108 1/2	108 1/2	108 1/2
German, 5 per Cent.	109 1/2	109 1/2	109 1/2	109 1/2	109 1/2
Italian, 5 per Cent.	110 1/2	110 1/2	110 1/2	110 1/2	110 1/2
Portuguese, 5 per Cent.	111 1/2	111 1/2	111 1/2	111 1/2	111 1/2
Russian, 5 per Cent.	112 1/2	112 1/2	112 1/2	112 1/2	112 1/2
Spanish, 5 per Cent.	113 1/2	113 1/2	113 1/2	113 1/2	113 1/2
Swedish, 5 per Cent.	114 1/2	114 1/2	114 1/2	114 1/2	114 1/2
Dutch, 5 per Cent.	115 1/2	115 1/2	115 1/2	115 1/2	115 1/2
Prussian, 5 per Cent.	116 1/2	116 1/2	116 1/2	116 1/2	116 1/2
Belgian, 5 per Cent.	117 1/2	117 1/2	117 1/2	117 1/2	117 1/2
Dutch, 5 per Cent.	118 1/2	118 1/2	118 1/2	118 1/2	118 1/2
Prussian, 5 per Cent.	119 1/2	119 1/2	119 1/2	119 1/2	119 1/2

## FRENCH FUNDS.

Security.	Monday.	Tuesday.	Wednesday.	Thursday.	Friday.
3 per Cent. Ann.	100 1/2	100 1/2	100 1/2	100 1/2	100 1/2
4 per Cent. Ann.	101 1/2	101 1/2	101 1/2	101 1/2	101 1/2
5 per Cent. Ann.	102 1/2	102 1/2	102 1/2	102 1/2	102 1/2
3 per Cent. Red. Ann.	99 1/2	99 1/2	99 1/2	99 1/2	99 1/2
4 per Cent. Red. Ann.	100 1/2	100 1/2	100 1/2	100 1/2	100 1/2
5 per Cent. Red. Ann.	101 1/2	101 1/2	101 1/2	101 1/2	101 1/2

## IRISH FUNDS.

Security.	Monday.	Tuesday.	Wednesday.	Thursday.	Friday.
Bank Stock.	100 1/2	100 1/2	100 1/2	100 1/2	100 1/2
Government Debentures.	101 1/2	101 1/2	101 1/2	101 1/2	101 1/2
Bank of Ireland.	102 1/2	102 1/2	102 1/2	102 1/2	102 1/2
Bank of Scotland.	103 1/2	103 1/2	103 1/2	103 1/2	103 1/2
Bank of America.	104 1/2	104 1/2	104 1/2	104 1/2	104 1/2

## AMERICAN FUNDS.

Security.	Monday.	Tuesday.	Wednesday.	Thursday.	Friday.
New York.	100 1/2	100 1/2	100 1/2	100 1/2	100 1/2
Pennsylvania.	101 1/2	101 1/2	101 1/2	101 1/2	101 1/2
Maryland.	102 1/2	102 1/2	102 1/2	102 1/2	102 1/2
Ohio.	103 1/2	103 1/2	103 1/2	103 1/2	103 1/2
South Carolina.	104 1/2	104 1/2	104 1/2	104 1/2	104 1/2
Tennessee.	105 1/2	105 1/2	105 1/2	105 1/2	105 1/2
Virginia.	106 1/2	106 1/2	106 1/2	106 1/2	106 1/2

## COURSE OF EXCHANGE.

Security.	Monday.	Tuesday.	Wednesday.	Thursday.	Friday.
Amsterdam.	100 1/2	100 1/2	100 1/2	100 1/2	100 1/2
London.	101 1/2	101 1/2	101 1/2	101 1/2	101 1/2
Paris.	102 1/2	102 1/2	102 1/2	102 1/2	102 1/2
Brussels.	103 1/2	103 1/2	103 1/2	103 1/2	103 1/2
Antwerp.	104 1/2	104 1/2	104 1/2	104 1/2	104 1/2
Hamburg.	105 1/2	105 1/2	105 1/2	105 1/2	105 1/2
Bombay.	106 1/2	106 1/2	106 1/2	106 1/2	106 1/2
Calcutta.	107 1/2	107 1/2	107 1/2	107 1/2	107 1/2
Canton.	108 1/2	108 1/2	108 1/2	108 1/2	108 1/2
Hankow.	109 1/2	109 1/2	109 1/2	109 1/2	109 1/2
Peking.	110 1/2	110 1/2	110 1/2	110 1/2	110 1/2
Shanghai.	111 1/2	111 1/2	111 1/2	111 1/2	111 1/2
Tientsin.	112 1/2	112 1/2	112 1/2	112 1/2	112 1/2
Yokohama.	113 1/2	113 1/2	113 1/2	113 1/2	113 1/2

## PRICES OF MATERIALS IN CORNWALL.

AS SUPPLIED AT THE PRINCIPAL MINES IN THE FOLLOWING MONTHS.

	1842	1843	1844	1845	1846
Common iron, per cwt.	10 1/2	11 1/2	12 1/2	13 1/2	14 1/2
Half-inch square ditto.	10 1/2	11 1/2	12 1/2	13 1/2	14 1/2
Best tough whim chain.	20	20	20	20	20
Boiler plates	14	14	14	14	14
Strong iron	10	10	10	10	10
Nail rods	14	14	14	14	14
Miners' shovels	22	22	22	22	22
Charcoal iron	14	14	14	14	14
Gunpowder, per 100 lbs.	40	40	40	40	40
Leather, per lb.	1	1	1	1	1
Coals, per ton, at quay	16	16	16	16	16
Candles, per dozen lbs.	6	6	6	6	6
Tallow, per cwt.	50	50	50	50	50
Ropes	25	25	25	25	25
Fish ropes	38	40	42	44	46
Strong	6	6	6	6	6
White yarn, per cwt.	37	37	37	37	37
White rope	38	38	38	38	38
Brown wire sleeves, each	2	2	2	2	2
Iron-wire sleeves, each	2	2	2	2	2
Iron-wire work, per foot	2	2	2	2	2
Board nails, per cwt.	10	10	10	10	10
Half-board ditto, per 1000	5	5	5	5	5
Hatch ditto	3	3	3	3	3
Half-hatch ditto	2	2	2	2	2
Linned oil, per gallon	2	2	2	2	2
Kape ditto	2	2	2	2	2
Birch, per foot	2	2	2	2	2
Pine	1	1	1	1	1
Sheet lead, per cwt.	34	34	34	34	34
Barrow brands	11	11	11	11	11
H 2 steel (12 lbs.)	32	32	32	32	32
S 2 nails (12 lbs.)	18	18	18	18	18
Pick hilts	1	1	1	1	1
Shovel hilts	2	2	2	2	2
White ground lead	27	27	27	27	27
Red lead	25	25	25	25	25
Best rolled iron	19	19	19	19	19